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UNITED STATES OF AMERICA.

PRESERVE THIS BOOK FOR YOUR CHILDREN'S CHILDREN.

The Story of a Hundred Years,

OR

The Territorial Growth

OF THE

United States of America

Since the Organization

OF

THE NORTHWEST TERRITORY,

July 13th, 1787.

By WILLIAM P. MOSS.

WILLIAM P. MOSS, PUBLISHER,
40 State St., Chicago.
1887.

PRICE, TWENTY-FIVE CENTS.

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PLEASE READ NOTICE ON BACK OF COVER.

From *Century*, February, 1887, page 614:

(EDW. ATKINSON, on "The Relative Strength and Weakness of Nations.")

"It is a singular fact, that there appears to be no Historical School Atlas in use in this country in which the several additions to the territory of the United States are pictured and described; hence very few persons realize the vast importance and extent of the Louisiana purchase," etc.

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PRESS OF
HAGE & ANDERSON,
CHICAGO.

OUR TERRITORIAL GROWTH IN

ONE HUNDRED YEARS

AND ITS CAUSES.

One Hundred Years! How long a time it seems when we endeavor to think of it by itself. But when we take up the daily paper and read, as we frequently do, of persons who have gone beyond that period in life, and then think that one hundred years ago that old man or that old woman was a little child climbing on its father's knee, as your child did to-day, it brings that which in the abstract seemed so long a period down to our comprehension, and makes the one hundred years after all to be but comparatively a short space of time.

It is just one hundred years since the Congress of the United States of America organized its first territory, "*The Territory Northwest of the Ohio River.*" I will therefore start with that organization as the initial point of our National growth and show, as briefly as possible, not only its causes but its successive steps in the ten decades which are just closing. Every lover of his country should have, outlined in his mind, at least a general knowledge of its brief history; yet how few have even this. They are sure we had a Revolutionary War, and a War of 1812, and a Mexican War, and lately a Civil

War between the North and the South; and they carry in their minds a few facts in relation to these several wars; but beyond these the great majority know simply nothing of our history. It is not so much the fault of the people as it is of those who have written our lesser Histories, which are the only ones coming into the hands of the generality of our people. The authors of these books have not recognized as fully as they should have done that History is a record of facts, with their causes, great and small, showing either the progress or the decay of nations. War is but a single expression of a pre-existing fact or facts, and not, as they seem to make it, the main fact of history.

The historic Fact which I propose to examine with you, my friends, is our Territorial Growth in the century just closing, together with its causes. Those who follow me closely will, I think, become interested in other great Facts of our marvelous history and so form a relish for their study.

OUR ORIGINAL DOMAIN.

(820,680 Square Miles.)

In 1783, at the close of the Revolution, the United States were but thirteen in number, all lying on the Atlantic slope of the Continent. These were New Hampshire, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Delaware, Maryland, Virginia, North Carolina, South Carolina and Georgia. Several of these States had had, while English Colonies, claims more or less conflicting, under royal grants, to lands beyond their governmental boundaries. France also, by rights of discovery and partial occupation, claimed the whole of the valleys of the St. Lawrence and Mississippi rivers. Her claims extended north from the Gulf of Mexico to the Great Lakes, while those of the English Colonies extended from the Atlantic west over the same territory to the Pacific Ocean. A few years before our Revolution, in the year 1763, France, at the close of a bloody war, ceded to England all of her territory *east* of the midchannel of the Mississippi, from latitude 31° to the source of the river. In our treaty of 1783

with England, she ceded to us all this territory and defined our northern boundary as extending from the Mississippi to the northwest point of the Lake of the Woods, where it joined our boundary running east to the line separating Maine from New Brunswick. At the junction in the Lake of the Woods is a peninsula included in Minnesota, though jutting out from Manitoba, which belongs to us under this treaty. At the close of the Revolution our bounds therefore were as follows: From the Atlantic west to the mid-channel of the Mississippi, and from British America south to the Florida line at 31° of north latitude.

WITHIN THE LIMITS OF THE THIRTEEN STATES

were what are now Maine, Vermont, District of Columbia, Kentucky and West Virginia. The District of Columbia was ceded in 1790 by Maryland to the United States for its seat of government: Maine had been since 1652 a District of Massachusetts; it became a State in 1820. Vermont had been claimed both by New Hampshire and New York, but in 1777 it had asserted its independence and in 1791 became a State. Kentucky, a district of Virginia, arrived at statehood in 1792, while West Virginia, which had always been an integral part of Virginia, in 1863, during the late Civil War, became an independent State.

OUR DOMAIN BEYOND THE LIMITS OF THE THIRTEEN STATES.

At the close of the Revolution most of the States surrendered to the General Government their claims to the lands west of them. On the 13th day of July, 1787, the celebrated Ordinance passed Congress, organizing

THE NORTHWEST TERRITORY.

This was several months before the adoption of the Constitution, and nearly two years before the inauguration of our first President, George Washington. The Northwest Territory covered what is now Ohio, Indiana, Michigan, Illinois, Wisconsin and that part of Minnesota east of the Mississippi River, and was nearly one third of our whole domain. By provisions of this ordinance, not less than three nor more than five States, whose boundaries were specified, were to be made from this Territory, and *slavery was to be forever excluded from them.*

If you will take a United States map of the present time,

and extend with a pencil the *east* boundary line of Illinois and that of Indiana *north* till they touch the boundary line in Lake Superior separating the United States from Canada, you will then see what ground Ohio, Indiana and Illinois would each have covered had there been but three States formed out of the Northwest Territory. Now draw a line due east and west from the south end of Lake Michigan across these three States, and you will see what territory would have been left north of this line for the formation of one or two other States. If there had been but the three States, then St. Paul and Milwaukee as well as Chicago would have added to the wealth and fame of Illinois; and Detroit as well as Cincinnati to that of Ohio. The moving of this east and west line farther north in the case of Illinois, and the subsequent making of the St. Croix river a part of the boundary between Wisconsin and Minnesota, took both St. Paul and Chicago out of what became Wisconsin, and also gave to Minnesota its frontage on Lake Superior. That east and west line would have left Illinois and Indiana without a lake front, and would have given but little to Ohio, for what is known as the "Western Reserve," lying along Lake Erie, with the parallel of 41° as its south boundary, and extending 120 miles west from the Pennsylvania line, was still held by Connecticut under its old charter claim, and it was not till 1800 that she surrendered its jurisdiction to the United States. To give these States lake privileges it was necessary to do what was done when they were severally admitted to the Union: the line was moved farther north.

These proposed divisions show how ignorant our fathers were of the vast wilderness which had so lately fallen into their possession. But little surveying had been done in the west, and the maps were mere guesses made from the rude drawings of *voyageurs* and adventurers. Compare our old map in latitude and longitude, position of rivers, lakes, etc., with the maps of to-day, and this ignorance will be plainly seen. On still older maps the Mississippi river is represented as rising far to the northwest of where it really does. In the treaty of 1783, by which England ceded to us her claims to our country, the boundary line was to run "*Due west* from the most northwestern point of the Lake of the Woods to the Mississippi river." If the river had been where they supposed it to be, the city of Winnipeg, Manitoba, would be very near to the Minnesota line.

Let me here refer to the wonderful growth in population

of "*The Northwest Territory*" in the one hundred years just closing. What better illustration can be given than St. Paul, the youngest of her great cities, which to-day has eight to ten times the population the whole Territory had at its organization. Yet at that time, and for several decades after, the vast region around St. Paul was almost a *terra incognita*.* I will give still another evidence of the wonderful growth of population in this Territory in the past hundred years. Three years after the organization of the Territory, the population of the *whole United States*, by the census of 1790, was but 3,929,526. Seven years ago, by the census of 1880, the population within the limits of the old Northwest Territory alone (leaving out that portion in Minnesota) was 11,207,564. Add to this the probable increase in the last seven years, and the probable population of the Minnesota section, and I think I am safe in saying that in this centennial year there are three and one-half times the number of inhabitants within the bounds of the old Territory that were in the whole United States when, on the 13th day of July, 1787, the Northwest Territory was organized. If from a few thousands in the short space of one hundred years the population has grown to so many millions, what will it become by the close of another century? Or who can tell how many of her even now great cities will then number their inhabitants by the million?

THE SOUTHWEST AND MISSISSIPPI TERRITORIES.

In 1790 North Carolina ceded her claim to the country west of her as far as the Mississippi river, and it was organized as "*The Territory Southwest of the Ohio River.*" In 1796 it became the State of Tennessee. Georgia claimed the country west of her to the Mississippi, but the General Government did not admit the claim, at least to the southern part, and in 1798 organized that as the *Mississippi Territory*. Its south boundary was latitude 31°, which separated it from West Florida, and its north boundary a line drawn from the Mississippi at the mouth of the Yazoo river east to the Chattahooche river. This line started from where is now Vicksburg, and crossed about where is Montgomery, Alabama. The United States

* In 1887 the larger *cities* of "The Northwest Territory," Cincinnati, Cleveland, Detroit, Indianapolis, Milwaukee and St. Paul, individually exceed in population the census returns for 1790 of several of the individual *States;* while Chicago equals even Virginia, which was then the most populous of them all.

claimed that up to the Yazoo line the country had been a part of West Florida, and that it had been ceded by France to England with other territory in 1763, and by that Government to ours in 1783, and so never had been included in Georgia. In 1800 Georgia surrendered all her claims west of the Chattahoochie river, and the Mississippi Territory was extended north to the Tennessee line. In 1817 the State of Mississippi was formed from the western part of this Territory, and the eastern part became Alabama Territory, which in 1819 was admitted as a State.

HOW OUR DOMAIN WAS ENLARGED.

FIRST ENLARGEMENT, THE LOUISIANA PURCHASE.

(930,928 Square Miles.)

In the year 1803, by the payment of $15,000,000, we unexpectedly secured from France her Province of Louisiana. This region had originally belonged to France, but in the year 1763 she had ceded it to Spain, who in 1800 by a secret treaty had retroceded it to France, though the latter Government did not actually take possession of it till she turned it over to us. This act took place at New Orleans, and was so interesting that I think you will pardon me for stopping briefly to allude to it. The preliminary arrangements had been going on for several days, and on the 20th day of December, 1803, the formal surrender by the French was made. At sunrise the French flag was raised to the summit of the flag staff in the public square, indicating that France was now in possession of the Province. At noon the United States Commissioners at the head of the American troops entered the city and received from the French authorities the keys of the city, emblematic of the formal delivery of Louisiana to the United States. Soon after the tri-colored flag of France slowly descended, meeting the rising flag of the United States at half mast. After a few moments pause the French flag descended to the ground, and the American flag rose to the top of the flag staff amid the roar of artillery, the blare of martial music and the vociferous cheering of the American people. A very full account of this inter-

esting ceremony can be found in Spencer's United States, Vol. 3, pages 44-5.

I stated above that we had *unexpectedly* secured this Province. The way was as follows: We had difficulty with the Spanish authorities at New Orleans; for they had repeatedly violated our treaty rights and had closed the outlet of the river to us. We were on the point of forcing our way through to the Gulf of Mexico by an act of war, when better counsel prevailed, and President Jefferson appointed Robert R. Livingston, our Minister to France, and James Monroe Commissioners to negotiate with France for the purchase of the island and city of New Orleans, that we might have an uninterrupted outlet through our own territory, by the Mississippi river, to the Gulf of Mexico. When they made their mission known, Napoleon offered them the whole Province. Finding he was in earnest, and not as they first supposed merely bantering, they negotiated a treaty which was speedily accepted by our Government, and the whole Louisiana Province passed into our possession. The reason why Napoleon made us this splendid offer was doubtless because he was preparing to make war on England and needed the money, and he knew if Louisiana were not transferred to us, England with her ships of war would have quickly taken New Oreans and controlled the whole Province.

This purchase carried our western boundary from the mid-channel of the Mississippi river to the water-shed of the Rocky Mountains, and gave into our possession the whole valley of the Mississippi and its branches. This Province included what is now Louisiana, Arkansas, Missouri, Iowa, Minnesota (west of the river), Dakota, Montana (larger part), Wyoming (larger part), Colorado (in part), Nebraska, Kansas (except southwest corner), and the Indian Territory (except the Pan Handle), with what are now the great cities of New Orleans, St. Louis, Kansas City, Denver, Omaha and Minneapolis.

This purchase not only gave our western people a free outlet to the sea and the markets of the world, but it removed from our whole western border a foreign and warlike power. The rapid increase in population which immediately followed, showed the wisdom of this immense and costly purchase on the part of our young and impoverished Nation. When we look at this vast tract, which at the time of its cession to us had but 80,000 inhabitants, more than half of whom were slaves, peopled as it is now by millions of happy people, and capable of sup-

porting millions upon millions more, we cannot but recognize the guiding hand of that good Providence which made it possible for us to obtain it, in a manner so strange and unexpected to us.

SECOND ENLARGEMENT, THE FLORIDA PURCHASE.

(59,720 Square Miles.)

In the year 1821, after a negotiation of about two years, the Spanish Government ratified a treaty with the United States by which, for the sum of $5,000,000, the Floridas were ceded to us. The country east of the Appalachicola river had been known as East Florida, and that west of it as West Florida. The latter country originally belonged to France and at various times was in her possession, but at other times in that of Spain. As the country contained neither gold nor silver it was considered almost valueless, and the rights of neither country were very clearly defined or understood.

In 1763 Spain ceded both Floridas to England, who in 1783 ceded them back to Spain. The western portion beyond the Perdido river, which now separates Florida, on the west, from Alabama, had been claimed by France as belonging to Louisiana, and our Government, a few years after its purchase of that Province, claimed and took possession of it, and so brought our boundary line down, west of the Perdido, to the Gulf of Mexico. This act of ours over a disputed territory came near bringing on a war with Spain. By this treaty of 1821 we obtained all of Florida, and all claims of Spain along the Gulf of Mexico to the river Sabine, separating Texas from what is now Louisiana, and at the same time we surrendered to Spain whatever claims we had under the Louisiana Purchase to territory between the Sabine and the Rio Grande river, now the State of Texas. Texas at this time was a part of Mexico and with it belonged to Spain. The boundary line between the United States and the Spanish Provinces, as settled by this treaty, commenced at the mouth of the Sabine river, thence up that stream to latitude 32°, thence due north to the Red river, thence following that stream to longitude 100°, thence due north to the Arkansas river, thence to its source in the Rocky Mountains, thence north to the 42°, and thence on that parallel to the Pacific Ocean. We ceded to Spain all our claims west and south of this boundary, and Spain to us all her claims east and north of it. We surrendered enough of our Louisiana purchase, lying in the Valley of the Mississippi, to have made a State as

large as Colorado. This is easily seen by tracing a line along the water-shed south of the Red river, thence to a few miles east of Santa Fe, and thence along the Rocky Mountains to the 42nd parallel. But as we got from Spain her claim to the Oregon country, we were not the losers by the exchange.

THIRD ENLARGEMENT, DISCOVERY AND SETTLEMENT OF OREGON.

(280,425 Square Miles.)

Our right to the country on the Pacific Coast, from California north to the British line, rests on the following claims: A Spanish vessel in 1592 discovered and sailed along the coast. As shown above, this claim was made over to us by Spain, it lying north of latitude 42°. In 1792 Captain Robert Gray, of Boston, Massachusetts, an American citizen, discovered and sailed up a large river, which from the name of his vessel he called "The Columbia." William Cullen Bryant, in his immortal poem, "Thanatopsis" (written in 1812), refers to this then far off river under its other name "The Oregon."

> "Or lose thyself in the continuous woods
> Where rolls *the Oregon*, and hears no sound
> Save his own dashings."

In 1804-6 Lewis and Clarke, in charge of an exploring expedition sent out by the United States Government, ascended the Missouri river nearly to its source, thence passed over the Rocky Mountains and down the Columbia river and its branches to the Pacific Ocean, whence they returned to the Missouri river and home. Almost the whole distance over which they journeyed, after leaving the Mississippi river, was an unknown wilderness. On their route they met tribes of Indians who never before had seen a white man. In 1811, as narrated by Washington Irving in his "Astoria," John Jacob Astor, a merchant of New York City, sent one expedition overland and another by sea to the mouth of the Columbia river, where they established the fur trading post of Astoria, which was the first settlement in this vast region.

You will remember that at the time of our treaty with England, in 1783, we had no possessions west of the Lake of the Woods and the Mississippi river, and consequently no boundary line in that direction; but by the Washington or Ashburton treaty of 1842 the line of 49 degrees, from the Lake of the Woods west to the Rocky Mountains, was made an extension of our boundary, thus defining for the first time the northern limit of the Louisiana purchase. As the Oregon country

was yet in dispute, this boundary was not extended to the Pacific Ocean. Our claim ran along the coast north from California to 54° 40′, where we touched the Russian Possessions, now Alaska Territory.

The English had as valid claims, and of the same character as ours, which would have taken in all of Oregon and probably California had they pressed them, but they only claimed to the mouth of the Columbia river. I have before me a map, dated 1777, attached to Robertson's America, in which the country north of the Peninsula of California is named "New Albion," and the Bay of San Francisco, the "Harbor of Sir Francis Drake," the bold English navigator, who, in 1578, had discovered and sailed into it.

After a good deal of blustering on our part and on the part of England, we both, in 1846, showed our good sense by dividing the country between us, on the line of 49 degrees, from the Rocky Mountains to the Pacific. Thus through these various sources we became possessed of what is now Oregon, Washington, Idaho, the western portion of Montana, and a part of Wyoming.

FOURTH ENLARGEMENT, TEXAS AND OUR MEXICAN PURCHASES.

(924,260 Square Miles.)

Texas had for several years been filling up with emigrants from the United States. Difficulties sprang up between them and the Mexican Government, resulting in their seceding from Mexico in 1835, and setting up an independent republic, which in 1845 applied for admission and was annexed to the United States. As Mexico still claimed Texas as a part of her territory, this act on our part led to a war between us and Mexico. At its close, in 1848, we purchased of Mexico, for $15,000,000, what is now the State of California and nearly all that other portion of Mexico lying north of the present boundary between the two republics, and extending from the Pacific Ocean to Texas, and including what claims she might have to that State. In 1854 we bought an additional strip of land (that south of the Gila river in Arizona) for $10,000,000, which brought our southern boundary line to where it now is.

This whole purchase, besides California and Texas, includes Nevada, Arizona, Utah, a part of Wyoming, a large part of Colorado, New Mexico, the southwest corner of Kansas, and the Pan-Handle of Indian Territory. In order to get at the real

cost of this purchase, we must further add that of an unnecessary war, in blood, suffering, and treasure, and to that what we paid to Texas, in 1850, for her visionary claim to a large portion of New Mexico, $10,000,000. It is asserted that we sacrificed the lives of more than 25,000 of our own people and paid from $130,000,000 to $150,000,000 from our treasury. It is true we kept Texas, but *as she had reserved to herself every acre of public land in her territory*, we have had nothing from her to reimburse us for what she cost us.

FIFTH ENLARGEMENT, THE ALASKA PURCHASE.

(577,390 Square Miles.)

In 1867 we purchased from Russia the vast region along the North Pacific, and extending to the Arctic Ocean, now the Territory of Alaska. For this we paid $7,200,000. It is claimed that our receipts from the leasing of the right to kill seals on the Alaska islands has fully paid the interest on this large amount. Alaska has also cod and salmon fisheries, seemingly inexhaustible; and vast forests of cedar, fir and kindred trees; and doubtless great mineral wealth in her mountains. These, even if she never becomes an agricultural state, will draw thousands of hardy, enterprising people into her territory, and will justify a purchase, the wisdom of which at the time was so seriously doubted.

Thus by discovery, by annexation, but chiefly by purchase, has the United States in so short a period of time covered with her territory so large a portion of North America, and through the immense population she has drawn hither taken her place in the very front rank of the nations of the earth.

In concluding our Historical Sketch it will be of interest to every American citizen to trace out

THE CAUSES OF THE RAPID INCREASE OF POPULATION

which made safe and possible these repeated enlargements of our domain. When in 1803 the United States Minister to France, Robert R. Livingston, was, in connection with James Monroe, negotiating for the purchase of Louisiana, he wrote that "*the United States will not for one hundred years make any settlements west of the Mississippi river.*" Let us look for a moment, and see if he was not fully justified at the time in his strange assertion.

In 1803 not one of the States was densely populated, though the settlement of some of them dated back nearly 200 years. Very large portions of several of the larger States, notably New York, Pennsylvania, and Virginia, were still vast solitudes. Three States had recently been formed in the Valley of the Mississippi, viz: Kentucky, Tennessee and Ohio, and it was a very reasonable supposition that it would require at least one half of the century to fill up these new States in "*The Far West.*"

South of Tennessee to Florida, and northwest of Kentucky and Ohio, stretching hundreds of miles to the distant British line, there was nearly an unbroken wilderness. Dense woodlands, the abode of countless wild beasts, and vast prairies, over which roamed immense herds of buffalo, and quiet rivers, bearing on their smooth surface the light canoe of the treacherous savage, and anon the flat-boat of the hardy pioneer as he floated the scant produce of his few tilled acres to the distant market. With all of these difficulties to overcome on the east side of the Mississippi, it is no wonder that so wise a man as Chancellor Livingston should write, eighty-four years ago, "The United States will not for one hundred years make any settlement *west* of the Mississippi." But what a change the eighty-four years have wrought! Did the world ever before, in so brief a time, see so marvellous a change? "Truth is stranger than Fiction," and the tongue which in the Orient told the wonderful Tales of the Arabian Nights is silenced by that which tells of the stirring deeds and the wonderful transformations of these eighty-four years of our Western History. The wolves and the bears, the elk and the buffalo, and the dreaded red men, have all disappeared. The flat-boat and the canoe served their purposes and are gone. The mighty forests, tree by tree, were felled long ago by the woodman's axe, and forest and prairie land for years have yielded rich harvests to feed the hungry peoples of the Old World. Where were the rude villages of the Indians, now are towns and cities and great business marts. And over all the then "waste, howling wilderness," prevails to-day the highest type of Christian civilization, and all of these things have happened since that venerable, white-haired friend of yours was an infant.

But it is not on the east side of the river only that these wonderful changes have been going on, for long years ago the same tide of population, carrying the same civilization, crossed the Mississippi river, and has been ever since sweeping on

toward the west, wave following wave in quick succession. It reached the western limits of the Louisiana Purchase, crossed the mountains, rolled down their rugged passes into the valleys on the sunset slope of the continent, and paused not till it touched the shores of the far-off Pacific. Before the hundred years shall have expired, of which Mr. Livingston wrote, even distant Alaska, from present indications, will be dotted with churches and school houses and tens of thousands of happy homes. In these successive purchases of immense territory our statesmen have planned better than they knew, for they were but instruments in the hands of the All-Father, who was preparing the way for the rapid establishment of a Land of Refuge and of Plenty for his oppressed children, of all the nations of the earth.

THERE WERE MANY THINGS WORKING IN HARMONY

which made possible this rapid increase of population in the new territories. I will mention first *our form of Government*, which, as Lincoln so grandly said, is "Of the People, by the People and for the People." This has had a peculiar attraction to the thinking men of what are called the lower classes of European society. The thought, that their children could at little or no expense be well educated, and might even reach the highest positions in the land, has been an incentive to thousands of poor people to sunder home ties and brave the dangers of sea and wilderness. *The temperate climate of our land, the fertility of its soil, and latterly the easy access to its markets, but beyond these the wise policy our Government has pursued in disposing of its wide domain*, have all had their influence in drawing hither myriads of people from the "Old World." Land, from the organization of the Government, has been systematically and rapidly surveyed, and, through the larger portion of the time, sold in small parcels at a very low figure, so that the very poorest man could buy at as cheap a rate his forty acres, as the rich proprietor could his square miles of land. Then came the new departure under the Homestead Law, giving 160 acres to every actual settler on the Public Lands. I am a little disposed to question, however, the wisdom of the later laws by which beside his Homestead farm he could obtain at a trifling cost from 160 to 320 acres more. While this has been of benefit financially to many thousands of people, far more, who might have obtained a Homestead, will be pre-

vented, because very soon all the good *farming* lands held by the Government will be gone.

In the main the Railroad Grants have been of very great benefit to the country, inducing the building of railroads through the wilderness and making possible its rapid settlement. This will be readily seen by comparing the Western maps of but thirty years ago with those of to-day. When, in 1803, the Louisiana Purchase was made, there were neither steamboats nor railroads known. The immigrants of those days moved, as we occasionally see them now, in covered wagons, wife and children and household goods inside of each, while the men folks led or drove their few cattle along behind. Thus they traveled hundreds of miles from their comfortable Eastern homes, climbing the rough mountains and following down their valleys, and with axe in hand often hewing paths through the tangled woodlands. In this manner, after many weary weeks, they reached what was to be the home or the grave of them and their household, in some drear forest. This had then to be felled, tree by tree, to make a log house for a home, and to let the sunlight reach the ground where, between the stumps, they were to plow and to plant. One can readily see how slowly a distant land would fill up when the only mode of reaching it was by the emigrant wagon.

The first step in

INTERNAL IMPROVEMENTS

was when, in 1806, Congress appropriated money to build *National Roads*, making it easier for the immigrants to move over the mountains and through the forests with their heavily laden wagons. In 1807 Robert Fulton, after many discouragements and much ridicule, succeeded in making the first practicable *Steamboat*, "The Clermont." With this he went from New York City to Albany and back at the rate of five miles per hour. He afterward wrote: "The morning I left New York there were not perhaps thirty persons in the city who believed the boat would ever move one mile an hour." In 1812 he, in connection with Mr. Livingston, built "The Orleans," at Pittsburg, Pa., which was the first steamboat on the Western waters. In 1818 the first lake steamer, "Walk-in-the-Water," ran regularly through Lake Erie to Detroit and back to Buffalo, and steamboats were rapidly increasing in number on both Eastern and Western rivers. But it was not till 1838 that steamships were perfected so as to be depended on for ocean

navigation, and even when the first one was successfully crossing from England to New York City, a celebrated Old-World scientist, Rev. Dr. Lardner, was lecturing and proving conclusively that such a voyage was a scientific impossibility.

While improvements in steam navigation had been going on, and boats were plying to and fro on the lakes and rivers of the West, the National and some of the State Governments were trying to solve the problem of connecting the Western waters with the seaboard by *Canals*. Governor DeWitt Clinton, of New York, after years of hard work, amid unceasing ridicule, had the pleasure, in 1825, of seeing the waters of Lake Erie mingling with those of the Hudson river through the Erie Canal. This was three hundred and sixty-three miles in length, built largely through a wilderness. When completed it was hailed as a great success, and well it might be, for it soon made New York City the commercial emporium of the country. If you pass over the New York Central Railroad in the summer season you will see the boats, on this old canal, moving at a snail-like pace through the green fields, while you are whirling along at 30 miles per hour, and you will wonder how your grandfather ever thought canaling a rapid mode of travel. The wits of the day had, as they thought, a good time in ridiculing Fulton and Clinton, but they and their witticisms are both forgotten, while these truly great men have been immortalized as benefactors of their race, and their grateful countrymen have given the honored names of Fulton and Clinton to towns and cities as well as to streets and avenues.

The next and greatest advance step was *the employment of Steam for land travel and traffic*. The primary object of this was to shorten the time between the navigable waters of the East and the navigable waters of the West, and to do away in a measure with the necessity for canals. But with the settlement of the country, the railroads were extended from city to city, irrespective of their situation on navigable waters, till the railroad has not only largely superseded the canal, but in many parts of the country it now successfully competes with the river in the carriage even of heavy freight. In the "New Countries" the railroad worked a complete revolution by changing the current of traffic and travel, for the natural outlet of the whole Mississippi valley from the Alleghany to the Rocky Mountains was by the way of New Orleans to the Gulf of Mexico. Down the Ohio and Mississippi rivers one would in those early days meet a constant succession of flat-boats and

steamboats bearing to that distant market the produce of the West. After the completion of the Erie Canal in New York State, canals were built in Ohio, Indiana and Illinois, connecting the navigable waters of the Mississippi Valley with the Great Lakes, the Erie Canal and the Hudson River. A canal was also built by which Philadelphia, with a portage over the mountains, reached the Ohio river at Pittsburg, and so shared in the trade which otherwise would all have gone to New Orleans. This system of canaling was not only slower but more expensive than the old method of simply floating down stream, for it necessitated several changes, with the rehandling of freight each time. But when the railroads came, they remedied all this.

A railroad is virtually a navigable river, having its many branches, navigable to their very source, each pouring its stream of trade into the main river, which bears it on and on till it reaches the distant seaport. To-day, from the Atlantic west across the Mississippi valley to the Pacific, there are many of these railroads, over which flows constantly to and fro, in summer and in winter, an ever increasing stream of travel and of traffic. The first Railroad Company organized in America was the Baltimore and Ohio, which was chartered by the Maryland legislature in 1827. The cars at first were moved by horse power, but in 1829, Peter Cooper, of New York City, so well known in later years as a philanthropist, built for this company the first locomotive made in America; it moved at the rate of eighteen miles in an hour. In 1830 there were but 23 miles of railroad in the United States; on January 1, 1887, there were about 135,000 miles.

The successful invention of the Steamship in 1838 opened a new era in ocean navigation. The voyage was very much shortened in time, and the vessels were made so large that on each trip they carried several hundred passengers. As emigrants could be herded by hundreds in the steerage, the vessel owners were enabled to make very low rates for passage, and in consequence, ever since, there has been an unceasing exodus from European ports to this country.

In the meantime railroads were being built in every direction through our western country, often scores and hundreds of miles in advance of population. Several of these railroad companies owned millions of acres of fertile lands, the gift of the Government to them. These roads had special agents throughout Europe, as did several of the Western States, who

were constantly circulating printed information in the various languages of Europe and collecting and forwarding colonies as well as individuals and families to this country. As soon as they arrived at our seaports the railroad companies forwarded them at very low rates to their chosen homes in the Far West. To-day the immigrant can be brought from Europe and set down in the Western Territories, in less time and with not a tithe of the hardships a New England family endured, in coming from its Eastern home to the Northwest Territory at the beginning of this century.

These have been the main causes which have made possible our rapid increase in population and territory in so short a time. The same causes are still operating in Europe and America, while our railroads in the aggregate are adding hundreds of miles each year to their already great extent, and opening up for settlement new sections of the country. One is bewildered when he attempts to forecast the future of our nation from such a past! Yet, if no great catastrophe overtakes our land, it is a mathematical certainty that by the time of the Second Centennial of the Organization of the "Northwest Territory," there will be within the present limits of the United States of America *at least* 350,000,000 of people or quite as many as are now in all of Europe. If *within the next twenty-five years there are no further enlargements of our domain, every acre of public land will have been disposed of, and in even a shorter time the Land Grant Railroads will have sold every acre they received from Government.* Before the expiration of the century, farms will have been divided and redivided among families, till eighty acres will be considered a large farm and every acre of arable land will be carefully tilled.

The United States will then lead in agricultural, manufacturing, commercial and mining industries, and will have become the financial center of the whole business world. By her grand system of common school education, enforced by compulsory laws, every native born person, of sound mind, will have at least a rudimentary education; and her leading colleges will have become the great universities of the world, each numbering its students by the thousand. Her interior and coastwise cities, east and west, north and south, which are railway terminal points, will have increased in population far beyond the most sanguine expectation of their present inhabitants. And where, in addition to their advantages as receiving and distributing centers, they have become great manufacturing points,

they will embrace, within their corporate limits, more square miles of actually improved territory, holding larger populations, than any cities of ancient or modern times.

If you have not given this matter a serious thought I have no doubt you will think me very visionary. But if a century ago any one had predicted the wonderful changes which we now see to have taken place, would he not with much more reason have been charged with being visionary? Take all the conditions of the country as I have described them; then remember that ours is a country capable of supporting an immense population; and that railroad facilities for reaching cheaply and quickly every part of the land are yearly increasing. *With these things well.* Then look at our marvellous growth in the past century, when, through a large portion of the time, the conditions were not nearly so favorable for growth as now. In 1787 our whole population was only about 3,750,000, in 1887 our estimated population is 60,000,000, so we have doubled just four times in one hundred years, averaging once in every twenty-five years. Our last census was in 1880. Our population then was 50,155,783; thirty years before, in 1850, it was but 23,191,074. If we could double four times in this century (which of course is impossible) our population in 1987 would be 960,000,000. So I think you will consider me quite moderate when I predict 350,000,000 for our population within our present territorial limits in 1987. Doubtless before that time, by friendly and mutually advantageous legislation, we will have acquired the whole continent from the Isthmus of Panama to the Arctic Ocean, and all the various peoples will speak the one language, live under the one flag, and be a part of that one Government which is "Of the People, by the People, and for the People."

Perchance you to-day have held in your arms a child who will live to see these predictions all fulfilled.

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